

**CITY OF REDMOND
DESIGN REVIEW BOARD**

July 16, 2015

NOTE: These minutes are not a full transcription of the meeting. Tapes are available for public review in the Redmond Planning Department.

BOARD MEMBERS PRESENT: Joe Palmquist, Craig Krueger, Kevin Sutton, Scott Waggoner

EXCUSED ABSENCE: David Scott Meade, Mike Nichols

STAFF PRESENT: Gary Lee, Senior Planner; Kim Dietz, Senior Planner;
Sarah Stiteler, Senior Planner, and Sarah Vanags, Planner

RECORDING SECRETARY: Susan Trapp *with* Lady of Letters, Inc.

The Design Review Board is appointed by the City Council to make decisions on design issues regarding site planning, building elevations, landscaping, lighting and signage. Decisions are based on the design criteria set forth in the Redmond Development Guide.

CALL TO ORDER

The Design Review Board meeting was called to order by Vice Chair Joe Palmquist at 7:03 p.m.

MINUTES

IT WAS MOVED BY MR. KRUEGER AND SECONDED BY MR. SUTTON TO APPROVE THE MINUTES OF THE JUNE 4, 2015 MEETING. MOTION APPROVED (4-0).

IT WAS MOVED BY MR. KRUEGER AND SECONDED BY MR. WAGGONER TO APPROVE THE MINUTES OF THE JUNE 18, 2015 MEETING. MOTION APPROVED (3-0) WITH ONE ABSTENTION.

CONSULTATION

Old Town Historic Core

Description: Discuss concepts regarding building height, mass, and setbacks

Location: Historic Core from NE 76th to NE 80th Streets and from 162nd to 164th Avenue NE

Applicant: City of Redmond

Staff Contact: Kimberly Dietz, 425-556-2415 or kdietz@redmond.gov

Ms. Dietz noted that she would be discussing building height, mass, and setbacks, which represent the last portion of the elements that the Historic Core topic was broken up into. Currently, there is a three-story height overlay in the Core that is focused along Leary Way. There is a base height of five stories outside of that height overlay as part of the Old Town zone. There is an allowance, through the use of TDR's and the Green Building Program to go to six stories. New construction should be in scale with the existing historic pattern. There are ways to make buildings more compatible with historic buildings in the Core, but Ms. Dietz is asking the DRB about what else could be done in this regard. In February of 2015, staff met with designers and architects to consider a better transition between new and historic buildings that works aesthetically and maintains the historic character.

Staff has considered two alternatives. One is to maintain the height opportunities. The other would maintain the character opportunities. Alternative one would expand the three-story overlay, providing incentives to get up to four and five stories as a step-up. This would be within the height overlay. Outside the overlay, there would be a six-story maximum height, with a step-down to a fourth story for adjoining buildings inside the overlay. Mr. Krueger clarified that staff has considered expanding the overlay from Leary Way to the new park Downtown. Ms. Dietz continued that with the second alternative, the three-story height overlay would be expanded to cover the entire area. There would be significant setbacks to allow an increase in height to four and five stories. The setbacks would be 30 feet.

Thus, in Alternative 1, a lot of the height would be maintained and would be allowed to increase in the overlay area. The rear portions, outside of the height overlay, would have a six-story allowance. Alternative 2, using significant stepbacks, would not create a viable structure, in the opinion of the consultants from MAKERS Architecture. Neither alternative was a good option, in the opinion of developers and neighbors queried by staff. The Technical Committee suggested a blend or hybrid of the two alternatives to create some variety. Staff is recommending starting with a base of three stories. The maximum height, using incentives, would be five stories. There would be only one stepback to the fourth and fifth floors, and that stepback would be measured based on lot depth. It would be taken as a stepback along Leary Way when adjacent to a historic landmark structure and when adjacent to a park. The percent of the lot depth would be 10%, which would encourage variety. With the 10% measure, on some lots, some of the stepbacks would be rather small. In those cases, the stepbacks would be no less than 10 feet. Upon hearing requests from developers, staff is proposing to allow for an averaging of that measure. In some cases, buildings would have more or less of a stepback, but it would never be less than 10 feet. Incentives to allow for a fourth and fifth story would include high quality materials and other quality architecture treatments.

This plan would extend the height overlay toward Leary and would actually be a reduction in the height overlay. It would allow for an increase in height over the third floor, though it would also limit heights to five stories, versus today, where incentives could be used to go to six. The stepback would help address how the building would include a human scale in its architecture. Staff showed the DRB an aerial perspective of what this proposal would look like when applied to certain buildings in the Historic Core. Staff has been exploring how stepbacks have been accomplished in cities like Kirkland, Mercer Island, and how quality materials are used at a building's base. Staff wants to ask the DRB if this approach could work in Redmond and if the stepbacks are sufficient to provide variety to the architecture. Staff would like the DRB's opinion on what the incentive package should be to allow for fourth and fifth stories closer to Leary Way than would be allowed today.

Mr. Krueger said he liked the hybrid plan with regard to its flexibility and its concentration on the pedestrian level. He said the 10-foot minimum stepback should work, and said the images from Kirkland show that such a concept could be accomplished in Redmond. Regarding the averaging of the stepback, he would rather have designers pitch that concept to the DRB such that it is not an automatic allowance for an applicant, as in the case of a wetland buffer. There would have to be some good rationale to back up the idea of averaging. Mr. Krueger said the incentive package could include the TDR option. Ms. Dietz said staff is considering removing TDR's in this area. Historic structures can take advantage of TDR's in order to sell them off. Ms. Dietz said she could keep TDR's on the list as an option. Mr. Krueger did not know about other incentives, and specifically said a request for higher materials would be difficult to codify.

Mr. Sutton asked if there was a significant variety in lot depth in the Historic Core. Ms. Dietz said that was indeed the case. Staff's assessment of the 10% lot depth yielded measurements ranging from 6 to 19 feet. Most of the lots were about six feet or 12 feet. Mr. Sutton said that, in itself, would help create some variety. Regarding variety, Mr. Sutton would like to require higher quality material or an enhanced design standard, such as a better looking roof or other element. He was not sure how to quantify that for a three to five story building. There may be a way to ask developers to incorporate historic details that would be above and beyond what staff has considered already. Mr. Krueger said a fee could be levied, like a TDR, which could go to improvements in the Historic Core. Or, a developer could provide a public plaza or some enhancement of the streetscape. Mr. Sutton liked the idea of going to five stories in the Core, which he said would encourage development in the area.

Mr. Waggoner said the five-story limit was appropriate as opposed to six. He said the averaging of the stepback could be a good way to go, but he liked the idea of setting a minimum amount. Mr. Waggoner said an incentive package could include all types of public benefits, such as canopies over the sidewalk or publicly available open space at ground level or even a roof deck or recessed patio. Those incentives could have a multiplier effect such that publicly accessible outdoor space would yield a two to one bonus, for example. Mr. Waggoner did not want to encourage too many side-by-side buildings of the same

height, and said encouraging the development of upper story open spaces could help in that regard. He noted that buildings could be granted some incentives if they provide recesses and weather protection at the ground floor.

Mr. Waggoner asked about parking, and Ms. Dietz said it was a challenge. Maximizing the floor area and balancing it with parking is difficult because of the ground water right below the Historic Core. Mr. Waggoner noted that some downtowns are abandoning minimum parking requirements and letting the market control that issue. He said any reduction of parking could help get cars out of that area, and any developers promoting a more pedestrian-oriented design could get some help from incentives, as well.

Mr. Palmquist liked the idea of the stepback at the third story, which he thought maintained the character of the buildings of similar height. With the averaging of the stepback, he said the minimum stepback needed to be less than 10%. Ms. Dietz reiterated that the 10% yields a measure of 6 to 19 feet. Mr. Palmquist said anywhere that number calculates to six and the minimum is 10, no one would use the average. Developers would use the measure of 10 feet. That would not encourage variety. Large parcels would defeat the purpose of the stepback, in that pedestrians would still sense a mass up above. He said allowing the measurement to be five feet in places would be preferable. He said the averaging would make buildings appear to be a lot less bulky from the ground. He would like to encourage a variety of stepbacks, which he thought was more important than the distance of the stepback itself.

Regarding incentive packages, Mr. Palmquist would like to encourage the use of masonry up to the third floor. That is a costly material, and many projects are not using it beyond the first floor. Mr. Palmquist asked Mr. Hitzroth for his input. Mr. Hitzroth said there is a value to contrasting new and historic buildings. By the same token, new buildings need to be consistent with the character of the Historic Core. He said a compromise could be found, somehow. Mr. Hitzroth wanted to make sure that new construction would not subsume the entire Core, and he thought Mr. Palmquist's masonry idea was a good one. Mr. Palmquist said the masonry would look different on the new buildings as opposed to the old, yet still, that masonry would stand out on a new development. Mr. Hitzroth wanted to make sure the Historic Core was preserved as a representation of the heritage of the Redmond Community without creating a false sense of history. The Landmark Commission has encouraged that new buildings operate in this way.

Mr. Palmquist asked if there was any way to incentivize this program, such that if a builder were to redevelop a historic building and meet certain requirements, that builder could develop more intensely outside of the district, a sort of transfer of development rights. This could be based on whatever zoning would surround the building in question, such that whatever would be left off a building in the Historic Core could go towards a building outside the Core. Mr. Palmquist said he wanted to make sure people were encouraged to build in the Core as a way to create a critical mass of development. Ms. Dietz said she would take these ideas back to the Planning Commission. The Commission will make a recommendation to the City Council on August 26, and Ms. Dietz asked members of the DRB to get involved in that process.

PROJECT REVIEW

L120403, BEAR CREEK VIP

Description: Modification of color scheme for a six-story mixed-use building consisting of 105 residential units and approximately 5,000 SF of commercial space

Location: Bear Creek Parkway and 178th PI NE

Applicant: Jeff Woods

Staff Contact: Kelsey Johnson, 425-556-2409 or kmjohnson@redmond.gov

Ms. Vanags sat in for Ms. Johnson on this project. This project was originally approved by the DRB in 2012 for a more muted, earth-toned color palette. The applicant is presenting a redesign of the colors. Staff is not recommending approval of the submittal, but the applicant has brought a more muted color palette to the DRB at this meeting.

Jeff Woods spoke on behalf of the applicant. He said it was unfortunate that staff did not recommend approval of the color palette that was presented by the applicant. A new ownership took over this project in 2012, and the approval of the prior color scheme happened before that takeover. This building is on

Bear Creek Parkway, and the architecture maximizes its square footage on the buffer zone on the building's north side. The new ownership group did not feel like the building was taking advantage of its design and was broken up too much by the warm colors. Thus, a new, clean, and pure color scheme was created, per the owner's direction. The applicant said that staff was put off by the bold color of the teal. The applicant said the old color palette did not accent the main entrance to the building enough. The same building materials would be used. The paint colors would be the only thing changing. Instead of a rose-colored paver, a standard gray concrete paver would be used.

Ms. Vanags noted that Ms. Johnson's concern was that the old color palette was approved based on the surroundings and the building's proximity to the streetscapes of Union Hill. Staff is concerned that the new colors might present a drastic difference from the surroundings. The applicant agreed that the landscaping around the site and the green roof deck would be phenomenal. The applicant did not think the color palette would take away from the surroundings, but perhaps accentuate them more by separating the building from its surrounding. The applicant presented two color palettes, one with more vibrant colors and one with a blue color that was a bit more muted.

Mr. Krueger asked about the material used on the first floor. The applicant said it was poured in place concrete. There was talk of staining that at one point, but the DRB had agreed that just a sealant was satisfactory. The applicant said there was a large overhang around the perimeter of the first level, which goes together with the setback from the creek. Mr. Krueger confirmed that the handrail material had some glass and some aluminum. The applicant said the handrails would not be changing.

COMMENTS FROM THE BOARD MEMBERS:

Mr. Sutton:

- Asked if there were samples of the more muted palette. The applicant said the only change between the palettes was the blue color, which was a bit moodier than the teal.
- Mr. Sutton said the first version of the color palette was okay with him, as it appeared the teal color did not take up too much of the façade. He was comfortable with the first scheme.

Mr. Waggoner:

- Asked if there were any samples of the second scheme. The applicant reiterated that the only color that would change in the second scheme would be the blue color.
- Ms. Vanags said she had not seen the second color scheme before. She asked if the color would be a more gray or a more pastel version of the blue originally presented. The applicant said it would be a bit grayer and would be more of a blue than a teal color.
- Mr. Waggoner said the first color scheme was okay with him, in that the blue color was not all that prevalent in the palette. He said it was hard to approve a different color of blue without a paint chip, and he said a grayer color would probably not be preferable.
- Mr. Waggoner said the paint colors did not appear to be all that startling to him, and noted that paint could be changed easily.

Mr. Palmquist:

- Said this appeared to be a change of warm colors for cool colors. Mr. Palmquist said the new color palette presented was fairly popular right now. He was concerned that a more muted blue color would make this building look like many others in Redmond. He said the teal color helps set the building apart.
- Mr. Palmquist confirmed that the windows would be clear, not the blue color that shows up on the rendering.

Mr. Krueger:

- Said he liked the teal color to give the project some punch. Mr. Krueger said the grayer color looked very bland to him.
- He said the new colors could add some interest to the corners of the building.

IT WAS MOVED BY MR. KRUEGER AND SECONDED BY MR. WAGGONER TO APPROVE L120403, BEAR CREEK VIP, WITH THE PRESENTED COLOR SELECTIONS TO INCLUDE THE TEAL COLOR NOTED ABOVE. MOTION APPROVED (4-0).

PROJECT REVIEW

LAND-2015-00495, MV Transportation

Description: Bus maintenance building with associated offices, parking and fueling

Location: 18795 NE 73rd Street

Architect: Gregg Percich *with* Jackson/Main Architecture

Applicant: Taylor Union Hill LLC

Prior Review Dates: 04/16/15 and 05/07/15

Staff Contact: Sarah Vanags, 425-556-2426 or svanags@redmond.gov

Ms. Vanags said this project review would cover the trash enclosures, some additional overhangs, a change in the color palette, and a new plan to wrap the masonry work around the front of the building rather than the entire building. The applicant will also address the blank wall on the north side, or back side, of the building. Staff is recommending approval of the project.

Kyle Lepper with Jackson Main Architecture presented on behalf of the applicant. This is the third DRB meeting for this project, and the applicant is looking for approval. The project is a bus barn for MV Transportation that will have a fuel facility, office space, and repair area. The project has a mezzanine level that will include office space and training rooms. The structure is a pre-manufactured building with metal siding. The entrance of the building will have a metal canopy and metal paneling. The DRB had previously asked for several additions to the original scheme. The first request was the field color of the building, which was originally tan with a CMU base around the entire building. The DRB suggested that the applicant invert those colors and concentrate the CMU at the entrance of the building, which the applicant has done. A darker gray was suggested as well, and the applicant has done that, too. The CMU would be a khaki color with metal panel accents. The paneling has been wrapped around the color to celebrate and emphasize the entrance of the building.

The DRB also suggested providing more weather protection and the applicant has increased the roof eaves and has wrapped the canopy around the front of the building for better pedestrian use. Also, the DRB had a concern about the blank wall on the north side of the building. To accommodate this concern, the applicant has introduced some translucent paneling that would match the repetition of the windows in the office area. Finally, the DRB had asked the applicant to decrease the visibility of the garbage facility, so the applicant has proposed using a nylon fencing material with slats to accomplish that. The applicant said the end result appears to be a very attractive and functional industrial facility.

COMMENTS FROM THE BOARD MEMBERS:

Mr. Krueger:

- Asked about the translucent material and if it would allow light into the building. The applicant said it would be opaque and diffuse light as it comes through. Mr. Krueger asked how it was trimmed out. The applicant said that was accomplished through the paneling material, and it would match up with the other metal paneling.
- Mr. Krueger asked about the fencing around the garbage and what color it would be. The applicant said black would be used.
- Mr. Krueger liked how the blank wall was addressed. He wondered how it might be painted differently, but he liked the solution the applicant came up with.
- He noted that the applicant answered the concerns of the DRB regarding the garbage enclosure and all the other concerns brought up by the Board.

Mr. Waggoner:

- Clarified that what appeared to be a blue band in the rendering was a shadow under the overhangs.
- Mr. Waggoner said the project has come a long way since its starting point.

Mr. Sutton:

- Said the project was ready for approval. Mr. Sutton said he was curious as to how the translucent panels would work, in that they would not be all that visible unless it was night-time.
- He said this was a nice industrial building.

Mr. Palmquist:

- Said the project was ready for approval. Mr. Palmquist said he was ready to approve it even without the translucent panels added to the north wall.
- Ms. Vanags noted that in the past meetings, the DRB said it was undesirable to have a blank wall even though the north wall was facing away from the public. The DRB said earlier it could go either way when it comes to adding more detail to this wall.

IT WAS MOVED BY MR. KRUEGER AND SECONDED BY MR. WAGGONER TO APPROVE LAND-2015-00495, MV TRANSPORTATION, AS PRESENTED WITH STANDARD CONDITIONS OF STAFF REVIEW AND CONFORMANCE. MOTION APPROVED (4-0).

PRE-APPLICATION

LAND-2015-00914, Redmond 148

Description: 5-story with partial 6-story apartment building with 240 units

Location: 3040 148th Ave NE

Applicant: Timothy J. Connelly with White/Peterman Properties Inc.

Staff Contact: Gary Lee, 425-556-2418 or glee@redmond.gov

Mr. Lee noted that this project had a pre-application meeting in front of the DRB some time ago. Staff is excited about this project. Mr. Lee said there were not too many issues identified originally, but staff did find some issues that were missed on the last review of the project. One issue is the land use on the ground floor. In this zone, the applicant cannot have a residential land use on 148th. The building shape should not change drastically because of that, but there cannot be residential units on 148th, which is a busy road. The Code section regarding building materials is an issue, as well. The DRB needs to determine if the materials proposed meet the intent of the Code section. In general, staff really likes the project but needs some guidance regarding the Code sections in question. Requests for administrative design flexibility may be needed.

Architect UK Kang spoke on behalf of the applicant. This project was last before the DRB about 12 months ago, and the massing study was well received. The main topic the applicant would like to speak about is the materials. The applicant just learned about the zoning concerns Mr. Lee noted above regarding the residential units facing 148th. The applicant has swapped the amenity space with the residential units, which could be better for the overall design and the public function of the building. The applicant had a roundabout and loading area in the back of the building previously, but those elements have now been moved forward. More living units would be put in the back of the building. These changes will affect the exterior design at the ground level, but the rest of the architectural design would stay the same. The entrance would be slightly different, but the fire access in the rear would be the same. Pedestrians would come into the building through a different point. The bike paths around the building have been diverted slightly to connect with the main path that runs south of the building.

The rest of the floor plan above the ground level has not changed much. The double-loaded corridors are still all around the building and there are four vertical circulation points. Going from the fourth to fifth floor, the south roof is a bit lower than the rest to allow light into the courtyard. On the fifth floor, there will be several loft units. The sixth level will have two circulation points and eight loft units. The roof height varies three to four times around the building, which will break down the overall massing. Fan units for the apartments are on the roof, but they are about two feet tall, hidden behind the parapets, and not visible from the street. The basement entry point has moved, but there are still two levels of underground parking with 300 total parking spaces provided. Bike parking has been provided for 252 bicycles, and the bike parking has been split between the two levels as well. Surface bike parking is available as well.

The applicant noted that the DRB liked how the massing was broken into smaller pieces at the last meeting. The building does not appear too big or out of scale. The corner unit was mentioned by the DRB at the last meeting, and the applicant has added more premium materials as well as more windows to that part of the design. The applicant has employed vertical and horizontal modulation. The longest side of the building is 300 feet, meaning the horizontal modulation will play a bigger role. The southwest corner is the prime corner for the building, and the roof articulation is seen clearly there in an overhead view. The corner units of the building use wood panels and a yellow panel for accentuation.

The main view of the building from the ground level celebrates the southwest corner as the main architectural expression. Wood paneling will be used on this corner and other corners, interlocked with other materials. Generous balconies have been proposed for the two-bedroom units, with many of the balconies facing the street. This should soften the look of the building, in the applicant's opinion. At the ground level, the amenity space is front and center, with a berm in front of it to create some privacy. The accent panels will be used on the ground level as well.

Going around the building, bike parking is available outside. The corner massing has accent panels and windows to create an open feel to the design. On the north side of the project, the loft units will be on the upper floors, with balconies. The yellow accent panel and a more liberal amount of glass will be used on the loft units. The corner units have similar accents. The south elevation is challenging due to the long façade. The applicant has broken this massing into several pieces. There is a private patio space on the ground level that connects to the public space. There is a relationship between the amenity space and the courtyard, even though those elements have been moved since the first design proposal. The north façade cross section shows vehicular circulation with loft units on top and the paneling detail.

There are several groups of materials: composite panels, wood panels with a yellow accent color and main gray colors, and metal panels. Some of the metal panels are corrugated and others are 12-inch panels with one-inch reveals. Together, the metal panels will provide a nice texture. The glass used on the project will be clear. The interior of the courtyard may include hardy panels.

Landscape architect Mark Weisman next spoke on behalf of the applicant. He said the landscape plan helps the building meet the ground. However, there may be an opportunity on 148th due to the fact that the residential units will not be allowed there. With an amenity space here instead, the berm proposed here beforehand will most likely be eliminated. A cluster of trees has been proposed instead to allow for better views. The landscape buffer could be changeable and possibly could be an active space with a trellis and seating. The applicant is still studying this part of the design and would like some feedback on that concept. The applicant is also trying to connect bike lanes around the site, which could be a challenge in some areas due to the grading. The courtyard element in the middle of the building has great exposure to sunlight and will connect to the amenity space. The applicant tried to save a sentinel tree on 148th, but that tree, at four feet above grade, will slowly die and thus has been targeted for removal. There is a bus stop on 148th that could connect to the amenity space as well. Units on the back side of the project could have patios separate from the fire lane. The applicant said this will be a prominent building and he was excited to be working on it.

COMMENTS FROM THE BOARD MEMBERS:

Mr. Krueger:

- Asked about the sidewalk on 148th. The applicant said it would be a 12-foot wide sidewalk with a bus stop about halfway up. Street lighting and street trees have been coordinated for this area. There is a big transformer here that has to set back into the landscape.
- Mr. Krueger asked about the red paneling in the design. The applicant said this paneling would be under the building and lead drivers into the parking underground. The hope is to celebrate this entrance with feature yellow walls, wood paneling, and the red panels as well.
- Mr. Krueger asked about the wood panel material. The applicant passed a sample around to the DRB. Mr. Krueger said the project was a solid mixture of materials and forms with plenty of articulation. He liked the yellow accents in the design and the concepts for the 148th streetscape

- Mr. Krueger liked the idea of keeping bike parking separate from the cars to avoid any problems between vehicles.
- Mr. Lee clarified that the different colored wood panels would be made of the same material.

Mr. Sutton:

- Said the project was very nice. Mr. Sutton said bringing the wood panel down to the ground floor might distract from the overall design.
- Mr. Sutton asked about the function on the north side of the project under the overhang. The applicant said the new function would include residential units facing the courtyard.
- Mr. Sutton said the landscaping along 148th should include some trees, but also some sort of buffer. The applicant said that was a good idea, and some variety in the landscaping would be the goal.
- Overall, Mr. Sutton liked the project and said it would need only some minor editing.

Mr. Waggoner:

- Said the DRB was on the same page. Mr. Waggoner said this was a handsome project that tied the design in well with the exterior view. He was sad that the residential units on 148th would not be possible.
- Mr. Waggoner would like to see a breakup of the wood paneling at each of the units instead of a storefront look. He encouraged the applicant to break up the massing of the units above and all the way down to the ground level. He would like to see some articulation at the ground floor, even if it is one big lobby or amenity space.
- Mr. Waggoner liked the berm concept introduced before on 148th and wondered if there would be that much usable patio space outside the amenity space. Pocket patios might be possible, however. The applicant said he would consider that idea for the final design.
- Mr. Waggoner liked the design, the materials, and the bike connections proposed. He asked if the new driveway could have a drop-off area like the old design had. Overall, he said the project looked great.

Mr. Palmquist:

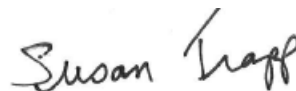
- Agreed that the project looked great. Mr. Palmquist reiterated the idea of keeping the berm on 148th as a way to allow pedestrian traffic and also create some outdoor space.
- Mr. Palmquist asked Mr. Lee if an amenity space would be allowed on the ground floor. Mr. Lee confirmed that it was. Mr. Palmquist said this would be a better design and could be a cool space with the courtyard and the street connections.
- Mr. Palmquist asked Mr. Lee about some of the different panels on the project. Mr. Lee said he would be reviewing this material with some Code specialists. He asked the DRB members if they would be amenable to allowing for administrative design flexibility for the paneling if that was required.
- Mr. Palmquist said he would accept that flexibility, in that the paneling was not hardy board. Mr. Waggoner said the paneling was a premium material and was thick and durable. The DRB members all agreed to allow for the administrative design flexibility if it was needed.
- The DRB members said that if all the changes discussed by the applicant could be fully illustrated to them at the next meeting, this project would be ready for approval. Mr. Lee said he was comfortable with that. He said he would deal with the design flexibility issue at that meeting as well.

ADJOURNMENT

IT WAS MOVED BY MR. WAGGONER AND SECONDED BY MR. SUTTON TO ADJOURN THE MEETING AT 8:45 P.M. MOTION APPROVED (4-0).

September 3, 2015

MINUTES APPROVED ON



RECORDING SECRETARY